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CLASSIFICATION ~~SECRET~~COUNTRY East Germany

REPORT

TOPIC Oranienburg Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

PREPARED 29 March 1955

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Oranienburg airfield between 4 January and 17 February 1955:

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4 January. There was air activity by 4 Po-2s and 1 Yak-14 which made individual flights of 10 to 15 minutes duration.

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28 January. At 1610 and 1740, one Po-2 was observed aloft. About 20 minutes after the landing of the last aircraft, a sedan which was occupied by 2 men wearing fur-lined flying suits, moved in the direction of Weisse Stadt. The runway was not illuminated. On the evening of 27 January, however, a searchlight which was apparently located in the middle of the main runway illuminated the field toward Annahof.

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1 and 18 February. No air activity was observed. The possibilities of observation were limited. On 8 and 9 February, the doors of the hangars were closed. On 11 and 17 February, the entire field was covered with snow which was not removed.

2. Air activity and aircraft observed at Oranienburg airfield between 26 January and 19 February: No air activity or parked aircraft were seen between 1530 and 1700 on 26 January, between 1445 and 1530 on 27 January, between 1000 and 1100 on 29 January and between 0830 and 1000 on 31 January.

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1 February. At 1115, a single-engine biplane took off on the runway from north to south, circled once over the field and landed after about 2 minutes. No air activity was seen at about 1140.

3 February. No observation could be made because of dense fog.

5 February. No air activity or parked aircraft were seen.

8 February. At about 1015, a single-engine biplane took off and landed after a short local flight.

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3. Observations made in the Weisse Stadt restricted Settlement:

About 10 air force soldiers were engaged in furnishing a two-family house at the western side of Breitscheid Strasse. Approximately southwest of Object No 41 (new number). Truck [redacted] was parked in front of the barrier across Breitscheid Strasse. Three trucks, 1 tank truck trailer and 3 field kitchens were parked on the motor vehicle parking place at the corner formed by Thaelmann Strasse and Breitscheid Strasse.

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27 and 29 January. There was the usual traffic in the barracks area. About 50 German construction workers passed through the northern gate of Weisse Stadt shortly before noon at short intervals.

31 January. On this day and the preceding days, about 300 men wearing black-bordered blue epaulets were still quartered in the restricted settlement.

1 to 12 February. No changes were observed in Weisse Stadt.

19 February. Truck [redacted] moved through the northern gate and proceeded toward the airfield. The situation in the restricted area was still unchanged.

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4. Between 19 January and 16 February, the following observations were made at Oranienburg airfield:

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There was no air activity between 19 and 24 January, on 26 and 27 January, between 29 and 31 January, 3 and 9 February, 11 and 14 February and on 16 February. Local flights by 1 to 6 Po-2s and 1 Yak-14 were made at various times on 25 and 28 January, on 1, 10 and 15 February.

5. At about 1400 on 26 January, 8 boxcars were seen at the ramp on the airfield. No loading or unloading operations were under way.

6. On 1 February, no radio installations were observed at the airfield nor in the area south of the field.

7. The following lighting facilities were observed at Oranienburg airfield: Landing lights 50 meters apart extended from Antonienhof to the southern end of the runway, along the western and eastern sides of the runway. Two searchlights about 50 cm high were located about 80 and 120 meters south of the runway. Their light cones illuminated the runway. An additional 2 searchlights on masts about 2 meters high and about 80 meters apart from east to west were seen in the extension of the runway just north of the small moor ditch. All of the searchlights were about 50 cm in diameter. About 100 meters west of the westernmost searchlight was a small wooden hut about 3 meters long, 2 meters wide and 2 meters high. No antennas, wires or cables were seen extending to the hut. A searchlight on a mast about 2 meters high and pointing to the north, was located near the large moor ditch in the extension of the runway.

8. Vehicular traffic observed between 19 January and 1 February between the Weisse Stadt and Oranienburg airfield included:

Sedans
Ambulance

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Trucks

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All drivers wore black-bordered blue epaulets.

Truck [redacted] with driver wearing red-bordered black epaulets was also seen.

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9. Removal of snow.

On 24 and 27 January, a two-axle motor vehicle, similar to an armored personnel carrier, moved on the snow-covered runway from north to south with a speed of about 35 km/h. An unidentified device which was apparently attached to the front side of the radiator removed the snow. No details could be observed from the distance. About 15 cm of snow had fallen on 14 February. On 15 February, take-offs and landings were made and the aircraft whirled up much snow on the runway which apparently had not been cleared.

10. Weisse Stadt restricted area.

No special observations were made on 4, 7 and 8 February. A sentry wearing black-bordered blue epaulets was posted at the northern gate. Twenty to 25 motor vehicles were parked near building No 50 (new number). Only little traffic by personnel was observed on 11, 14, 15 and 16 February.

1. [redacted] Comment. Granienburg airfield is still occupied by some Po-2s. Night landing lights along the runway, which are still incomplete, are reported for the first time.

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2. [redacted] Comment. The report indicates that construction work in the Weisse Stadt restricted area has not been completed. No change of occupation was observed.

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